

Comprehensive Plan Amendment No. 94-60

RESOLUTION NO. A-_____

WHEREAS, the Planning Director has made application to amend the 1994 Lincoln City-Lancaster County Comprehensive Plan to amend the Future Land Use, Transportation, Stormwater, Community Facilities, and other appropriate portion of the Plan to reflect changes the elements of the Antelope Valley Project; and

WHEREAS, the Lincoln City-Lancaster County Planning Commission has recommended approval of said proposed amendment.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Lincoln, Nebraska:

That the 1994 Lincoln City-Lancaster County Comprehensive Plan be amended as follows:

1. Amend Chapter III Future Needs and Land Use Plan to add a new Strategy under B. Urban Residential (Gold), 2. Existing Urban Residential Areas, a. Affordability, as follows:

◆ Community revitalization and redevelopment plans for the Antelope Valley area should be prepared to ensure affordable housing continues to be available in the area impacted by the project. (page 48)

2. Amend Chapter III Future Needs and Land Use Plan to add a new Strategy under B. Urban Residential (Gold), 2. Existing Urban Residential Areas, b. Reinvestment, as follows:

◆ Develop a community revitalization plan, followed by a more specific redevelopment plan for the area impacted by the Antelope Valley project to coordinate and maximize reinvestment in the area, including strategies for relocated and affordable housing. (page 50)

3. Amend Chapter III Future Needs and Land Use Plan to add a new Strategy under B. Urban Residential (Gold), 2. Existing Urban Residential Areas, c. Preservation of Neighborhood Character, as follows:

◆ Include strategies in the Antelope Valley Redevelopment Plan that provide for a smooth transition between

1 commercial and residential land uses; that include design
2 standards to provide architectural styles that are compatible
3 with the surrounding neighborhood; that address
4 streetscape, landscape and amenities; and, that relocate
5 structures acquired, to the extent possible, within the same
6 neighborhood.

7 ♦ Implement the “Closer to Home Strategies” developed by the
8 neighborhood residents and the Urban Development
9 Department to improve, stabilize and enhance the
10 neighborhoods in and around the Antelope Valley Area. The
11 strategies include housing improvement programs,
12 infrastructure improvement programs, landscaping
13 programs, and technical assistance.

14 ♦ Assist in the development and implementation of plans for
15 community centers that provide a broad range of services
16 including but not limited to health care, child care, adult care,
17 cultural activities, social activities, and continuing education.

18 ♦ Develop a master plan, including design standards, for the
19 expansion of Trago Park, the expanded trails network and
20 for the new “Northeast “ park.

21 ♦ Amend the agreement between the City and the University
22 of Nebraska-Lincoln to establish a new boundary between
23 the University and the Malone Neighborhood, to
24 permanently dedicate Trago Park as a public park, and to
25 determine other changes that may be desirable. Page 51)

- 26 4. Amend Chapter III Future Needs and Land Use Plan to add Number 11.
27 Antelope Valley Mixed Use Development Area to D. Commercial (Red), as
28 follows:

29 The development of the Antelope Valley plan included community
30 revitalization concepts. The redevelopment of the area between
31 the north/south roadway and the waterway figured prominently in
32 the development of the Antelope Valley plan. Several concepts
33 were identified by the community to be included in a development
34 plan for the area. Those concepts include: a supermarket near O
35 Street and the new roadway; a mix of uses along the waterway that
36 could include retail, restaurant and office uses on the first floor with
37 apartments and office uses on upper floors; the development of
38 new townhouses and apartments; and the development of a mixed
39 use/service retail/and corporate office park south of O Street. The
40 members of the public who participated in the Antelope Valley plan
41 indicated a need for housing that would accommodate all income
42 levels in this area.

43 Specific land uses and development plans for the area including
44 the new north/south road and the channel have not been identified

to date. Design Standards or overlay districts may be created for the area. The City, in conjunction with the Joint Antelope Valley Authority (JAVA) will be preparing a Redevelopment Plan for the area to further develop the land uses and strategies for redevelopment of this area.

5. Amend Chapter IV Transportation, C. Future Traffic volumes and future Urban Street and Road Network, as follows:

2. Antelope Valley Major Investment Study Roadway

The City of Lincoln, the Lower Platte South Natural Resource District (LPSNRD) and the University of Nebraska-Lincoln (UNL) have jointly agreed to resolve the current problems of traffic/pedestrian circulation; storm sewer drainage and flood control associated with a portion of the Antelope Creek drainage basin that stretches from Salt Creek south to the Holmes Lake watershed and community revitalization needs in the area. A very extensive public process yielded “The Phase III Report Draft Single Package,” the “Amended Draft Single Package May (8.28.98),” and the “Summary of Five Issue Areas” (Amendment 9428), which is a refinement of the Major Investment Study and is hereby incorporated by reference as an approved component of the Plan. It should be clear that this is a study and not a project for construction. (Amendments 9405 and 9424.)

The City of Lincoln, the Lower Platte South Natural Resource District (LPSNRD) and the University of Nebraska-Lincoln formed a partnership to address the concerns of traffic/pedestrian circulation, community revitalization needs, and storm water drainage and flood control associated with a portion of the Antelope Creek drainage basin. The Joint Antelope Valley Authority (JAVA) was created in the spring of 2000 to complete the study phase and facilitate the implementation of the Antelope Valley project.

The implementation of the Antelope Valley project will be conducted through the Joint Antelope Valley Authority, which is a partnership of the City of Lincoln, the University of Nebraska-Lincoln, and the Lower Platte South NRD. The first phase of implementation will include all of the community revitalization elements, construction of the north/south roadway from approximately N. 14th Street and Salt Creek south to K Street, construction of the east-west diagonal road from the 9th/10th Street connection to a point east of 27th Street, and construction of all of the storm water and flood control elements.

A very extensive public process yielded a package that includes a single north-south and east-west road alignment, a park-like area for an open waterway and trail network, and community revitalization elements. The following reports were appended to the Comprehensive Plan to reflect the preferred road and waterway alignments to be addressed in the Draft Environmental Impact Statement (DEIS): “The Phase III Report Draft Single Package,” and the “Amended Draft Single Package May (8/28/98),”

1 and the “Summary of Five Issue Areas” (Amendments 9424 and 9428.)
2 The 2000 Long Range Transportation Plan models a 4 lane roadway for
3 Antelope Valley, but retains the area as a study corridor. Antelope Valley
4 has progressed from the status of a “study” to the status of a project. The
5 community revitalization strategies and the park additions to the Future
6 Land Use Plan are addressed in Chapter III Future Needs and Land Use
7 Plan; the stormwater strategy is addressed in Chapter V Public Utilities;
8 and, the parks and community facility strategies are addressed in Chapter
9 VI Community Facilities. (Page 108)

10 The Antelope Valley plan designates a roadway to be designed initially as
11 a four-lane boulevard with dual left turn lanes and a wide, landscaped
12 center median. The overpass over the Burlington Northern-Santa Fe
13 railroad tracks will be constructed for an ultimate build-out containing six
14 lanes of through traffic, dual left turns and one right turn lane. The Draft
15 Environmental Impact Statement addressed the impacts of a six-lane road,
16 and it is intended that right-of-way sufficient to accommodate a six lane
17 road with dual left turn lanes and right turn lanes will be acquired at the
18 outset of the project. The number of lanes to be constructed at the outset
19 will be evaluated during the final design process, in conjunction with the
20 2000 update of the Comprehensive Plan. If the Comprehensive Plan is
21 amended to allow the construction of a six lane roadway south of Q Street,
22 the widening would occur inward to the median so as to minimize
23 disruption to abutting property owners.

- 24 6. Amend Chapter IV Transportation, Table 10 Transportation Projects, as
25 follows:

26 **Chapter IV–Transportation**

Table 10 Transportation Projects

27 Remove:

28 ~~148 Antelope Valley Draft Single Package – STUDY~~

29 Add a project:

30 xxx Antelope Valley Roadway 10.2 miles see text for description

- 31 7. Amend Chapter IV Transportation, F. Railroads , as follows:

32 *Goals*

- 33 • *Maintain and enhance an efficient network of roads and public ways that allows*
34 *the movement of people and freight to all areas of the community, prioritized to*
35 *meet the current and future needs, balancing environmental effects, safety*
36 *concerns, cost effectiveness, urban design and relationships to other community*
37 *goals.*
38 • *Maximize the safe and efficient movement of rail passengers and freight, while*
39 *minimizing conflicts with street, highway, non-motorized traffic, and adjacent*
40 *land uses, while reducing adverse effects of rail caused community isolation.*

41 Lancaster County is served by both freight and passenger rail service. Currently
42 up to 40 trains a day travel east-west through the County (see Figure 37.) There

are currently a number of projects in the planning, development or implementation stage which should reduce the rail/vehicular/pedestrian conflicts at street crossings. Those projects include:

1. Van Dorn Connections to the West By-Pass (Grade Separation)
2. Elimination of railroad tracks in the UNL Downtown campus
3. Consolidation of tracks in the 3rd Street Corridor
4. ~~The Holdrege Street By-Pass between 14th and 16th Streets (Grade Separation)~~ The Antelope Valley roadway elevated intersection in the vicinity of N. 16th Street and State Fair Road.
5. 33rd and Adams Street extension underpass (Grade Separation)
6. Closure of the grade crossing at the 35th Street, Adams Street and Cornhusker Highway intersection.
7. Addition of a new underpass under the BNSF rail corridor near N. 29th Street.(p.117)

8. Amend Chapter V Public Utilities, D. Stormwater Management and Flood Control Strategies, as follows:

Strategies:

- ◆ Continue to regulate development in floodplains and floodways. Be prepared to respond to findings that suggest that current restrictions have off-site effects and are inadequate to protect property.
- ◆ Maintain a regional approach to Federal stormwater mandates, involving the City, County, NRD, and other agencies.
- ◆ Examine alternatives for financing stormwater improvement projects.
- ◆ Develop project approaches which view stormwater as an asset, utilizing natural drainage patterns, retention and detention facilities, wetlands, and drainage corridors as natural ways to manage run-off.
- Complete a Stormwater Management Master Plan.
- Implement the Antelope Valley flood control project to construct a new, open channel that will contain the waters of a designated “100-year” rain-fall event. The project also entails the replacement of the South Street bridge over Antelope Creek, removal of the 38th Street bridge and potential enhancements to the channel south of “J” Street. The project will designate a flood plain that is within the banks of a new channel, will remove a large portion of the central city from the designated flood plain, and will allow for revitalization of the area. The new channel will be developed in a park-like atmosphere between “J” Street and Salt Creek. A trail will be constructed along the length of the new channel.

9. Amend Chapter VI Community Facilities, 3. Lincoln Parks, Recreation and Open Space, and 4. Other Public, Semipublic, and Private Facilities, as follows:

3. Lincoln Parks, Recreation and Open Space

b. Recreational Trails

Strategies:

- ◆ Program trails development as part of the City’s transportation capital program as well as its recreational effort. Include trails and linear parks in the development of new major transportation projects, such as Antelope Valley and the South and East Beltways.

Develop relationships with other entities, such as the Lower Platte South NRD for the operation and maintenance of the trails and parkway associated with the Antelope Valley project.(Page 160)

c. Park, Recreation and Open Space Improvement Plan.

- development of a linear park system following stream courses, particularly where flood prone areas are present, and use of the linear parks for open space, hiking, riding and bicycling. Such a system includes: Beals Slough between Pine Lake Road and its confluence with Salt Creek; Rock Creek; Middle Creek; Haines Branch; and Antelope Creek, between 84th Street and its confluence with Salt Creek and ~~‘N’ Street where the creek enters the underground conduit;~~ and Dead Man’s Run. (Page 161)

4. Other Public, Semipublic, and Private Facilities

add the following text to the end of the section:

The Antelope Valley project includes a strategy to assist in the development and implementation of plans for community facilities that provide a broad range of services including, but not limited to, health care, child care, adult care, cultural activities and continuing education. (p.163)

10. Amend Figure 16 (Lincoln’s Land Use Plan) and Figure 17 (Lancaster County’s Land Use Plan) to show the area of the proposed open channel/ park and the proposed Northeast Park as “Parks and Open Space” as shown on Attachment “A” which is attached hereto and made a part hereof by reference.
11. Amend Figure 27 (Functional Street and Road Classification: Future) and Figure 28 (Proposed Changes in Functional Classification) to add the new north/south and east/west roadways as principal arterial; add the Adams/Huntington Street connections as minor arterial; show the connection between 17th/Y and Holdrege Streets as minor arterial; change 16th and 17th Streets between Q and Y Streets from minor arterial to urban collectors; and change N. 14th Street between the Burlington Northern Railroad and Military Road from minor arterial to local streets as shown on Attachment “B” which is attached hereto and made a part hereof by reference.
12. Amend Figure 31 (Improvements for Future Road network 1-25 Year Program) to add the proposed north/south and east/west roadway as a 4 lane roadway with 6 lane elevated intersections as shown on Attachment “C” which is attached hereto and made a part hereof by reference.
13. Amend Figure 38 (Lincoln Area Current and future Trails Network) to reflect new trails associated with the Antelope Valley project as shown on Attachment “D” which is attached hereto and made a part hereof by reference.
14. Amend Figure 55 (Proposed Regional Park and Community Parks and

1 Neighborhood Parks) to reflect the addition/expansion of two proposed
2 community parks as part of the Antelope Valley Project as shown on
3 Attachment "E" attached hereto and made a part hereof by reference.

4 BE IT FURTHER RESOLVED that any other references in said plan which
5 may be affected by the above-specified amendments be, and they hereby are amended
6 to conform to such specific amendments.

Introduced by:

Approved as to Form & Legality:

City Attorney

Staff Review Completed:

Administrative Assistant